

Message Text

CONFIDENTIAL

PAGE 01 BONN 11750 01 OF 04 151717Z
ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 PM-04 NSC-05 SP-02 SS-15
CIAE-00 DODE-00 INR-07 NSAE-00 PA-01 USIA-06
PRS-01 CAB-02 COME-00 DOTE-00 EPG-02 FAA-00 IO-13
L-03 /081 W

-----071822 151831Z /53

R 151703Z JUL 77
FM AMEMBASSY BONN
TO SECSTATE WASHDC 9870
INFO AMEMBASSY BERLIN
AMEMBASSY LONDON
AMEMBASSY MOSCOW
AMEMBASSY PARIS
USMISSION USBERLIN
USMISSION NATO

C O N F I D E N T I A L SECTION 01 OF 04 BONN 11750

E.O. 11652: GDS
TAGS: PGOV, EAIR, WB, GW, GE, US, UR, UK, FR
SUBJECT: RESCUE FLIGHTS TO BERLIN

REFS: (A) STATE 114981; (B) USBER 1852; (C) USBER 819
(D) BONN 6222; (E) BONN 10517; (F) BONN 11587

BEGIN SUMMARY: THE FLIGHTS DESCRIBED IN REFTEL B
HIGHLIGHT ONCE AGAIN THE PROBLEM OF AIR RESCUE FLIGHTS
TO BERLIN. THE PROBLEM IS A MELANGE OF HUMANITARIAN,
POLITICAL AND ECONOMIC FACTORS WHICH MAKE IT DIFFICULT
TO ENSURE A COMPLETELY CONSISTENT POLICY IN OUR ATTEMPTS
TO PREVENT THE DEVELOPMENT OF SCHOENEFELD AT THE
EXPENSE OF TEGEL. THE ALLIED EMBASSIES IN BONN PLAN
TO RAISE THE ENTIRE PROBLEM WITH THE FOREIGN OFFICE
AGAIN BY REMINDING IT OF THE AVAILABILITY OF
ALLIED CARRIERS. THE EMBASSIES WILL ALSO SEEK AGREE-
MENT WITH FRENCH AND BRITISH FOR THE ALLIES TO
CONFIDENTIAL

CONFIDENTIAL

PAGE 02 BONN 11750 01 OF 04 151717Z

RECOMMEND TO THE FRG THAT IT SUBSIDIZE ALLIED RESCUE
FLIGHTS IN ORDER TO ELIMINATE THE COST ADVANTAGE OF
FLIGHTS TO SCHOENEFELD. IN ADDITION, WE BELIEVE THE
USG SHOULD SEEK UK APPROVAL OF THE BERLINAIR APPLICATION
TO ESTABLISH AN AIR TAXI SERVICE IN ORDER TO PROVIDE
GREATER AVAILABILITY OF ALLIED RESCUE SERVICES.
ACTION REQUESTED: THAT DEPARTMENT APPROACH THE UK

EMBASSY AND AUTHORIZE LONDON TO APPROACH THE FOREIGN OFFICE, URGING EARLY APPROVAL OF THE BERLIN AIR APPLICATION. END SUMMARY

1. WE SHARE USBER'S CONCERN ABOUT THE CONTINUING PROBLEM OF RESCUE FLIGHTS TO SCHOENEFELD, WHICH THE DEPARTMENT HAS SUGGESTED SHOULD BE THE SUBJECT OF STUDY IN THE BONN GROUP (REF A). THE TWO CASES DESCRIBED IN REF B HIGHLIGHT THE CONTINUING CONFLICT WE FACE OF DISCOURAGING THE USE OF SCHOENEFELD WHILE NOT WISHING TO DELAY THE TRANSPORT OF MEDICAL EMERGENCY CASES. WHAT IS DISTINCTIVE ABOUT THESE TWO CASES IS THE APPARENTLY EXTREME NATURE OF THE INJURIES (BURNS IN THE CASE OF THE GUTERSLOH EVACUATION; SPINAL INJURIES RESULTING IN PARALYSIS IN THE CASE OF THE OTHER) WHICH MANDATED PROMPT ACTION. AT THE SAME TIME, IT APPEARS THAT, ASSUMING OPTIMUM COORDINATION, PROMPT EVACUATION COULD HAVE BEEN ARRANGED BY ALLIED AIRCRAFT IN BOTH CASES HAD THOSE RESPONSIBLE FOR ARRANGING THE EVACUATION MADE USE OF AVAILABLE ALLIED RESOURCES.

2. ADDITIONAL DETAILS OF THE TWO FLIGHTS, PROVIDED BY THE CIVIL AIR ATTACHES IN A TRIPARTITE BONN GROUP MEETING ON JULY 11, ARE AS FOLLOWS:

DUSSELDORF CASE
CONFIDENTIAL

CONFIDENTIAL

PAGE 03 BONN 11750 01 OF 04 151717Z

A DUSSELDORF BOY VISITING WEST BERLIN WAS INJURED IN A TRAFFIC ACCIDENT, FROM WHICH HE SUFFERED SPINAL INJURIES AND WAS PARALYZED. THE FATHER CHARTERED AN AIR INTER (SIC) PLANE, OUT OF DUSSELDORF, TO COME TO BERLIN. THE AIR CHARTERER ASKED FOR PERMISSION TO FLY TO SCHOENEFELD AND THE FEDERAL MINISTRY OF TRANSPORT ASKED THE UK CAA (HANLEY) WHETHER AN ALLIED AIRCRAFT WAS AVAILABLE. WITHIN MINUTES, HANLEY HAD ASCERTAINED THAT ST. JOHN'S AIR RESCUE SERVICE HAD AN AVAILABLE AIRCRAFT IN THE UK BUT, WHEN HANLEY CALLED THE DUSSELDORF AGENCY THAT WAS MAKING THE ARRANGEMENTS, AN HOUR PASSED BEFORE ANYONE ANSWERED THE TELEPHONE. HANLEY SAID THAT ST. JOHN'S USUALLY USES AIRCRAFT TYPE HS-125, A FAST JET WITH LIFE-SUSTAINING EQUIPMENT ON BOARD, SO NO PARTICULAR DELAY WOULD HAVE BEEN INVOLVED. THE FATHER AND THE FMT THEN DISCUSSED THE MATTER FOR TWO HOURS AND ON "MEDICAL ADVICE" DECIDED NOT TO USE THE ST. JOHN'S PLANE. HANLEY SAID THAT THE FMT GAVE THOROUGH CONSIDERATION TO USING THE ST. JOHN'S PLANE BUT APPARENTLY DECIDED ON THE AIR INTER PLANE SINCE, BY THE TIME A DECISION WAS REACHED, SEVERAL HOURS HAD

PASSED. THE FMT WAS CONCERNED ABOUT POSSIBLE CRITICISM
IF THERE WERE A DELAY BY VIRTUE OF THE ST. JOHN'S

CONFIDENTIAL

NNN

CONFIDENTIAL

PAGE 01 BONN 11750 02 OF 04 151720Z
ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 L-03 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-07 NSAE-00 EPG-02 FAA-00
PM-04 NSC-05 SP-02 SS-15 PA-01 USIA-06 PRS-01
IO-13 /081 W
-----071876 151830Z /53

R 151703Z JUL 77
FM AMEMBASSY BONN
TO SECSTATE WASHDC 9871
INFO AMEMBASSY BERLIN
AMEMBASSY LONDON
AMEMBASSY MOSCOW
AMEMBASSY PARIS
USMISSION USBERLIN
USMISSION NATO

C O N F I D E N T I A L SECTION 02 OF 04 BONN 11750

PLANE BEING MORE DISTANT AND BECAUSE THE BED IN THE
SPECIALIZED HOSPITAL IN DUSSELDORF COULD BE HELD OPEN
ONLY A SHORT TIME. WE SUSPECT THAT COST MAY HAVE ALSO
BEEN A FACTOR, SINCE THE FATHER WAS PRESUMABLY BEARING
THE EXPENSE. HANLEY SAID THAT THE FMT EXPRESSED
GRATITUDE FOR HIS EFFORTS, SAID THEY WOULD BE INTERESTED
IN ST. JOHN'S IN THE FUTURE AND ASKED FOR ADDITIONAL
INFORMATION, WHICH HANLEY PROMISED TO PROVIDE. THE
US CAA NOTED THAT THE FMT HAD ALREADY BEEN PROVIDED
SUCH INFORMATION.

GUTERSLOH CASE

AS ALMOST THE MIRROR IMAGE OF THE BASIC FACTS IN THE
PRIOR CASE, A BOY WAS BURNED IN AN EXPLOSION IN
GUTERSLOH (NEAR DUSSELDORF) AND THE SPECIALIZED HOSPI-
CONFIDENTIAL

CONFIDENTIAL

PAGE 02 BONN 11750 02 OF 04 151720Z

TAL TO WHICH HE COULD BE ADMITTED WAS IN BERLIN. THE ROYAL AIR FORCE, WHICH HAS A BASE AT GUTERSLOH, WAS ASKED WHETHER IT HAD A PLANE. THE RAF REPLIED THAT IT DID, BUT THAT IT WOULD NOT BE AVAILABLE UNTIL THE FOLLOWING DAY. THE DEUTSCHE RETTUNGSFLUGWACH (DRW) CHARTERED A SWISS AIRCRAFT, APPARENTLY WITHOUT SEEKING ANOTHER ALLIED CARRIER. WE UNDERSTAND THAT THE DRW COULD PROBABLY HAVE OBTAINED A FRENCH AIRCRAFT WITH NO GREATER DELAY THAN WAS INVOLVED IN THE SWISS AIRCRAFT. HANLEY ASKED LATER WHO IN THE FRG GAVE PERMISSION FOR THE FLIGHT AND WAS TOLD THAT IT WAS GIVEN BY A "SENIOR OFFICIAL" IN THE FMT.

3. THERE ARE SEVERAL VARIABLE ELEMENTS INVOLVED IN THE PROBLEMS OF AIR RESCUE FLIGHTS TO BERLIN, ALL OF WHICH PLAY, TO A DEGREE, A ROLE IN THE DECISION IN ANY PARTICULAR CASE WHETHER THE INJURED PARTY IS TRANSPORTED TO TEGEL OR SCHOENEFELD.

A) NATURE OF EMERGENCY

THE EMERGENCY IN THESE TWO CASES IS APPARENT, EVEN TO A LAYMAN. THAT DISTINGUISHES THESE CASES FROM OTHERS WHERE LESS SERIOUS INJURIES ARE INVOLVED. THE LAST FLIGHT BY AN FRG AIRCRAFT TO SCHOENEFELD INVOLVED THE TRANSPORT OF A BERLINER FROM BOLZANO HOME TO BERLIN. HE REPORTEDLY HAD A BROKEN PELVIS AND BROKEN CERVICAL VERTEBRA. (REF E)

B) AVAILABILITY OF ALLIED CARRIERS

THIS IS BOTH A FACTUAL PROBLEM AND A COORDINATION PROBLEM. WE HAVE ESTABLISHED THAT ALLIED SERVICES ARE

CONFIDENTIAL

CONFIDENTIAL

PAGE 03 BONN 11750 02 OF 04 151720Z

AVAILABLE, BUT THERE IS NO GUARANTEE THAT THEY CAN ALWAYS BE AVAILABLE AS PROMPTLY AS CAN FRG OR NON-ALLIED AIRCRAFT. WHEN THEY CAN, OR WHEN THE NATURE OF THE EMERGENCY DOES NOT DEMAND IMMEDIATE TRANSPORT, THE PROBLEM IS THAT OF ENSURING THAT THE RESPONSIBLE AGENCIES CONTACT THEM. THE DRW IS WELL-INFORMED ABOUT THE ALLIED SERVICES, ALTHOUGH LOCAL HOSPITALS OR INDIVIDUALS SUCH AS THE FATHER WHOSE SON WAS INJURED ARE PROBABLY NOT. THE ESTABLISHMENT OF AIR TAXI SERVICE BY BERLINAIR, IF APPROVED, SHOULD PROVIDE

ADDITIONAL NEEDED SERVICE (REF F).

C) COST

FOR A VARIETY OF REASONS, ALLIED CARRIERS ARE MORE EXPENSIVE THAN FRG OR NON-ALLIED (E.G. SWISS) ONES. AFTER WE LAST EXPRESSED CONCERN TO THE FRG IN THE BONN GROUP ABOUT RESCUE FLIGHTS TO SCHOENEFELD (REF D), THE FRG INFORMED US ON APRIL 26 THAT THE POSSIBILITY OF A SUBSIDY WAS ALSO BEING CONSIDERED BY THE FRG, BUT WE HAVE HEARD NOTHING SINCE. THE POSSIBILITY OF SUBSIDIZING THE DIFFERENCE IN COST HAS ALSO RECENTLY BEEN CONSIDERED BY THE BERLIN SENAT. EVEN WHERE THE EMERGENCY IS NOT SO GREAT AS TO PRECLUDE THE USE OF AN ALLIED CARRIER, THE DRW OR OTHER RESCUE SERVICES MIGHT ELECT A NON-ALLIED CARRIER WHICH WILL FLY TO SCHOENEFELD SOLELY FOR REASONS OF ECONOMY (REF C).

4. THE ABOVE FACTORS MAKE IT DIFFICULT TO DEVISE AND ADHERE TO A CONSISTENT POLICY WITH RESPECT TO THE PROBLEM OF RESCUE FLIGHTS TO SCHOENEFELD. IT GOES WITHOUT SAYING THAT THE ALLIES CAN BE MORE INSISTENT THAT THE FRG ADOPT A HARD LINE IN THE CASE OF FLIGHTS INVOLVING BROKEN LEGS THAN IN THOSE INVOLVING BROKEN

CONFIDENTIAL

CONFIDENTIAL

PAGE 04 BONN 11750 02 OF 04 151720Z

CONFIDENTIAL

NNN

CONFIDENTIAL

PAGE 01 BONN 11750 03 OF 04 151725Z

ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 L-03 CAB-02 CIAE-00 COME-00

DODE-00 DOTE-00 INR-07 NSAE-00 EPG-02 FAA-00

PM-04 NSC-05 SP-02 SS-15 PA-01 USIA-06 PRS-01

IO-13 /081 W

-----071966 151830Z /53

R 151703Z JUL 77

FM AMEMBASSY BONN

TO SECSTATE WASHDC 9872

INFO AMEMBASSY BERLIN
AMEMBASSY LONDON
AMEMBASSY MOSCOW
AMEMBASSY PARIS
USMISSION USBERLIN
USMISSION NATO

C O N F I D E N T I A L SECTION 03 OF 04 BONN 11750

BACKS. IN EITHER CASE, HOWEVER, THE FRG AND THE ALLIES MAKE THEMSELVES SUBJECT TO CRITICISM IN THE PRESS IF THEY ADOPT A NEGATIVE LINE TOWARD RESCUE FLIGHTS TO SCHOENEFELD, ESPECIALLY SINCE THE ALLIES ARE PREPARED TO ALLOW ALLIED DIGNITARIES AND BUSINESSMEN TO FLY THERE IN DECIDEDLY NON-EMERGENCY SITUATIONS.

5. IT SEEMS TO US THAT THE FOLLOWING ARE STEPS WHICH CAN BE TAKEN TO DEAL WITH THE RECURRING PROBLEM OF RESCUE FLIGHTS TO SCHOENEFELD:

A) ANOTHER APPROACH TO THE FOREIGN OFFICE:

IT WAS AGREED AT THE JULY 11 TRIPARTITE BONN GROUP MEETING THAT THE CAA'S WOULD MAKE AN INFORMAL CONFIDENTIAL

CONFIDENTIAL

PAGE 02 BONN 11750 03 OF 04 151725Z

APPROACH TO THE FOREIGN OFFICE AGAIN, REPEATING THEIR CONCERN WITH THE PROBLEM OF THE USE OF SCHOENEFELD. THEY WILL REMIND THE FRG THAT IN JANUARY THEY SUPPLIED THE FRG WITH THE NAMES OF ALLIED SERVICES ABLE TO CONDUCT RESCUE FLIGHTS AND MADE ARRANGEMENTS FOR SPEEDY CORRIDOR CLEARANCE IN EMERGENCY CASES. THEY WILL ALSO REMIND THE FRG THAT THE CAA'S HAD BEEN INFORMED BY THE FOREIGN OFFICE IN JANUARY THAT CONTACT HAD BEEN MADE BETWEEN THE GERMAN RED CROSS AND ALLIED RESCUE SERVICES. FOR OBVIOUS REASONS RELATED TO THE EMERGENCY NATURE OF THE TWO CASES MENTIONED ABOVE, THEY CANNOT MAKE A GREAT DEAL OF THESE TWO CASES AS EXAMPLES OF FAILURE OF FRG ATTEMPTS TO ENSURE THE USE OF ALLIED CARRIERS. IT MUST ALSO BE RECALLED THAT THE FRG PROPOSED AS PART OF THE INTERFLUG/ LUFTHANSA PACKAGE THAT THE FRG SEEK TO OBTAIN GDR PERMISSION FOR FRG RESCUE FLIGHTS TO TEGEL BUT THIS WAS VETOED BY THE FRENCH (REF E) ON THE GROUND IT MIGHT UNDERMINE THE CORRIDOR REGIME. WE WILL LIKEWISE RAISE THE PROBLEM IN THE BONN GROUP.

B) INCREASED AVAILABILITY OF ALLIED CARRIERS:

AS WE HAVE EMPHASIZED TO THE BRITISH, AND AS VARIOUS PARTIES IN BERLIN AND THE FRG HAVE POINTED OUT, THE ESTABLISHMENT OF AN AIR TAXI SERVICE MIGHT SOLVE OUR PROBLEMS WITH RESCUE FLIGHTS. THE BRITISH ARE DRAGGING THEIR FEET ON APPROVAL OF BERLINAIR'S APPLICATION (REF F) APPARENTLY BECAUSE THE DOT IS WORRIED OVER THE EFFECT THAT A SUCCESSFUL AND EXPANDING AIR TAXI SERVICE MIGHT HAVE ON SCHEDULED TRAFFIC. THE UK CAA HAS INDICATED THAT HMG WILL PROBABLY APPROVE THE ESTABLISHMENT OF BERLINAIR BUT WILL SEEK TO LIMIT ITS
CONFIDENTIAL

CONFIDENTIAL

PAGE 03 BONN 11750 03 OF 04 151725Z

GROWTH. WE BELIEVE THAT AN AIR TAXI SERVICE IS NEEDED FOR BERLIN AND SOMETHING THAT THE SCHEDULED SERVICES COULD LIVE WITH JUST AS THEY DO IN MANY OTHER CITIES. PAN AM HAS INDICATED IT IS NOT WORRIED BY THE COMPETITION. WE DO NOT KNOW WHETHER BA HAS ACTIVELY OPPOSED BERLINAIR OR IF THE DOT IS THE SOLE SOURCE OF OPPOSITION.

C) SUBSIDY OF COST DIFFERENTIAL:

ALL OTHER THINGS BEING EQUAL, A DIFFERENCE IN COST SHOULD NOT BE ADEQUATE GROUND FOR THE FRG TO ALLOW THE DRW OR ANOTHER ORGANIZATION TO USE INTERFLUG OR ANOTHER CARRIER TO FLY TO SCHOENEFELD. IT OF COURSE SEEMS A BIT MUCH TO EXPECT A PRIVATE INDIVIDUAL (E.G. THE FATHER IN THE CASE DESCRIBED ABOVE) TO PAY A SUBSTANTIALLY LARGER AMOUNT IN ORDER TO AVOID THE USE OF SCHOENEFELD. THE ONLY APPARENT WAY OF ELIMINATING THIS ASPECT OF THE PROBLEM WOULD BE FOR THE FRG TO INSTITUTE A SYSTEM OF SUBSIDIZING THE ALLIED CARRIERS FOR RESCUE FLIGHTS, AND WE WILL PURSUE THIS IDEA WITH THE BRITISH AND FRENCH IN THE HOPE OF MAKING A JOINT RECOMMENDATION TO THE FOREIGN OFFICE.

6. WITH REGARD TO A SUBSIDIARY POINT IN THE GUTERSLOH CASE, I.E. THE REQUEST BY THE SWISS AIRCRAFT TO USE THE CORRIDOR, WE DO NOT BELIEVE THE BASC CONTROLLER HAS THE AUTHORITY TO REQUEST SOVIET AGREEMENT TO CORRIDOR USE WITHOUT FIRST OBTAINING CONCURRENCE OF THE CAA'S. ADMITTEDLY, UNDER THE TIME PRESSURE IN A GENUINE EMERGENCY WHERE LIFE OR SERIOUS AGGRAVATION OF A CONDITION MAY BE AT STAKE, THIS SHOULD NOT BE A DETERRENT. HOWEVER, IN ORDER TO DEAL WITH POSSIBLE FUTURE CASES OF THIS TYPE, THE CAA'S WILL CONSIDER WHETHER EXPLICIT AUTHORITY SHOULD BE GIVEN THE BASC

CONFIDENTIAL

CONFIDENTIAL

PAGE 04 BONN 11750 03 OF 04 151725Z

CONFIDENTIAL

NNN

CONFIDENTIAL

PAGE 01 BONN 11750 04 OF 04 151724Z

ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 L-03 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-07 NSAE-00 EPG-02 FAA-00
PM-04 NSC-05 SP-02 SS-15 PA-01 USIA-06 PRS-01
IO-13 /081 W

-----071956 151830Z /53

R 151703Z JUL 77

FM AMEMBASSY BONN

TO SECSTATE WASHDC 9873

INFO AMEMBASSY BERLIN

AMEMBASSY LONDON

AMEMBASSY MOSCOW

AMEMBASSY PARIS

USMISSION USBERLIN

USM

ASION NATO 9306

C O N F I D E N T I A L SECTION 04 OF 04 BONN 11750

CONTROLLERS ENABLING THEM TO USE THEIR DISCRETION IN
SUCH MATTERS.

7. COMMENT: AS THE FOREGOING INDICATES, THE RESCUE
FLIGHTS PROBLEM IS A COMPLEX MELANGE OF HUMANITARIAN,
POLITICAL AND ECONOMIC FACTORS. WHILE WE WISH TO
DISCOURAGE THE USE OF SCHOENEFELD, WE COULD NOT DEFEND
A PROHIBITION ON ITS USE IN THOSE CASES WHERE INSISTING
ON THE USE OF TEGEL COULD MAKE A VITAL DIFFERENCE. ON
THE OTHER HAND, MONEY ALONE SHOULD NOT BE A SUFFICIENT
REASON TO PERMIT THE USE OF SCHOENEFELD OVER TEGEL, AT
LEAST WHERE THE COST IS TO BE BORNE BY AN ORGANIZATION.
THE DIFFICULTY IN PERSUADING THE FRG TO SUBSIDIZE

ALLIED RESCUE FLIGHTS IS, WE FEAR, THAT SOME MINISTRIES
OF THE FRG (PRIMARILY THOSE WHO CONTROL THE FUNDS) DO
CONFIDENTIAL

CONFIDENTIAL

PAGE 02 BONN 11750 04 OF 04 151724Z

NOT SHARE THE DEGREE OF CONCERN WE--AND THE FOREIGN
OFFICE--HAVE FOR THE BERLIN AIR REGIME. WE WILL
RETURN TO THE SUBJECT OF RESCUE FLIGHTS IN CAA MEETINGS
WITH THE FOREIGN OFFICE AND IN THE BONN GROUP AS WE
HAVE IN THE RECENT PAST (REF D). IN ADDITION, WE WILL
ATTEMPT TO MOVE THE BRITISH TOWARD RESOLUTION OF THE
BERLINAIR APPLICATION (REF F) AND BELIEVE THAT IT WOULD
BE USEFUL FOR THE DEPARTMENT AND/OR EMBASSY LONDON TO
DO THE SAME.

8. ACTION REQUESTED: THAT DEPARTMENT APPROACH THE UK
EMBASSY IN WASHINGTON AND AUTHORIZE LONDON TO APPROACH
THE FOREIGN OFFICE, URGING EARLY APPROVAL OF THE
BERLINAIR APPLICATION.
CASH

CONFIDENTIAL

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: BERLIN AIR ACCESS, RESCUE OPERATIONS
Control Number: n/a
Copy: SINGLE
Sent Date: 15-Jul-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977BONN11750
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: GS
Errors: N/A
Expiration:
Film Number: D770252-0981
Format: TEL
From: BONN
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770755/aaaabuxo.tel
Line Count: 463
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: c27a4a6b-c288-dd11-92da-001cc4696bcc
Office: ACTION EB
Original Classification: CONFIDENTIAL
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 9
Previous Channel Indicators: n/a
Previous Classification: CONFIDENTIAL
Previous Handling Restrictions: n/a
Reference: 77 STATE 114981, 77 USBERLIN 1852, 77 USBERLIN 819, 77 BONN 6222, 77 BONN 10517, 77 BONN 11587
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 02-Feb-2005 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 1853353
Secure: OPEN
Status: NATIVE
Subject: RESCUE FLIGHTS TO BERLIN
TAGS: PGOV, EAIR, WB, GE, GC, US, UR, UK, FR
To: STATE
Type: TE
vdkgvwkey: odhc://SAS/SAS.dbo.SAS_Docs/c27a4a6b-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009